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**AMENDMENTS TO THE CLAIMS**

1. (Currently Amended) A method for influencing the traction or braking torque on at least one driving wheel of an industrial truck in contact with a floor or ground, the driving wheel being driven by a driving motor, wherein the slip between the driving wheel and the floor or ground is measured or calculated by comparing the circumferential speed of the driving wheel and the measured travelling speed of the industrial truck, the such determined slip being compared with a predetermined value for the slip, and the absolute amount of the torque of the driving motor is reduced in dependence from the difference between the actual and the predetermined value for the slip through a slip controller if the actual slip exceeds the predetermined slip, an intervention of the slip controller takes place in response to a rpm governor which has a desired torque as an output and the output of which, after undergoing correction by the slip controller, is fed to a secondary order torque regulation circuit.
2. (Original) The method according to claim 1, characterized in that the driving motor (30) is an electric motor or hydraulic engine.
3. (Original) The method according to claim 2, characterized in that a three-phase a.c. motor is provided.
4. (Cancelled)
5. (Cancelled)
6. (Cancelled)
7. (Original) The method according to claim 1, characterized in that the vehicle travelling speed is determined from the number of revolutions of at least one non-driven wheel (10, 12) of the industrial truck.
8. (Original) The method according to claim 2, characterized in that the vehicle travelling speed is determined from the number of revolutions of at least one non-driven wheel (10, 12) of the industrial truck.
9. (Original) The method according to claim 3, characterized in that the vehicle travelling speed is determined from the number of revolutions of at least one non-driven wheel (10, 12) of the industrial truck.

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10. (Currently amended) The method according to claim [[4]] 1, characterized in that the vehicle travelling speed is determined from the number of revolutions of at least one non-driven wheel (10, 12) of the industrial truck.
11. (Previously presented) The method according to claim 1, characterized in that the speed is measured on two non-driven wheels (10, 12) in order to determine a reference speed on the driving wheel (14) as a vector quantity direction and magnitude from the vehicle geometry.
12. (Previously presented) The method according to claim 2, characterized in that the speed is measured on two non-driven wheels (10, 12) in order to determine a reference speed on the driving wheel (14) as a vector quantity direction and magnitude from the vehicle geometry.
13. (Previously presented) The method according to claim 3, characterized in that the speed is measured on two non-driven wheels (10, 12) in order to determine a reference speed on the driving wheel (14) as a vector quantity direction and magnitude from the vehicle geometry.
14. (Currently amended) The method according to claim [[4]] 1, characterized in that the speed is measured on two non-driven wheels (10, 12) in order to determine a reference speed on the driving wheel (14) as a vector quantity direction and magnitude from the vehicle geometry.
15. (Currently amended) The method according to claim [[5]] 2, characterized in that the speed is measured on two non-driven wheels (10, 12) in order to determine a reference speed on the driving wheel (14) as a vector quantity direction and magnitude from the vehicle geometry.
16. (Previously presented) The method according to claim 11, characterized in that a calculation of a circumferential component and/or an axial component of the reference speed is performed by measuring a steering angle on the driving wheel (14).
17. (Previously presented) The method according to claim 1, characterized in that the desired slip for a certain friction pairing is constituted by an optimum slip value.
18. (Previously presented) The method according to claim 2, characterized in that a desired slip for a certain friction pairing is constituted by an optimum slip value.

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19. (Previously presented) The method according to claim 3, characterized in that a desired slip for a certain friction pairing is constituted by an optimum slip value.
20. (Currently amended) The method according to claim [[4]] 1, characterized in that a desired slip for a certain friction pairing is constituted by an optimum slip value.
21. (Currently amended) The method according to claim [[5]] 2, characterized in that a desired slip for a certain friction pairing is constituted by an optimum slip value.
22. (Currently amended) The method according to claim [[6]] 3, characterized in that a desired slip for a certain friction pairing is constituted by an optimum slip value.
23. (Previously presented) The method according to claim 7, characterized in that a desired slip for a certain friction pairing is constituted by an optimum slip value.
24. (Currently amended) The method according to claim ~~17~~ 1, characterized in that a desired slip is determined while the industrial truck is in operation.
25. (Previously presented) The method according to claim 11, characterized in that an axial speed component is determined from the reference speed of the driving wheel (14) and the steering angle is limited or reduced if the axial speed component exceeds a preset point.
26. (Previously presented) The method according to claim 16, characterized in that an axial speed component is determined from the reference speed of the driving wheel (14) and the steering angle is limited or reduced if the axial speed component exceeds a preset point.